

GRAND TRUNK FREIGHT STOPS

THROUGH PASSENGER TRAINS
RUN, BUT NO OTHERSLeader of Striking Employees Says the
Men Have a Million to Spend No
Grievances, Says R. H. President
Thousands of Outsiders Made Idle.

MONTREAL, July 19.—The strike of the Grand Trunk Railway trainmen and conductors was effective all over the system to-day from Portland to Chicago as well as on the Central Vermont Railway. The Grand Trunk Railway shops all over the system were also closed down, with the result that several thousand shopmen are out of employment for the time being.

The result of the strike is that the Grand Trunk freight service is completely tied up. An official statement was issued this afternoon by Vice-President Fitzhugh to the effect that no effort would be made to move freight until the passenger service was running without friction. The company succeeded to-day in running its through passenger trains with little delay, the train crews being made up of non-union men. The suburban train service, however, has been discontinued until further notice.

An attempt is being made to have the trouble settled by arbitration, the Dominion Department of Labor having offered its services. But Vice-President Murdock of the trainmen stated to-day that there had been sufficient arbitration and he did not think there would be any more now. The men employed on the Wabash, which has running rights over the Grand Trunk from Windsor to Niagara Falls, to the number of 350 were called out to-day.

Vice-President Murdock said the response to the strike call had been answered in a loyal way by the men and wives showed that there were few if any who were not standing by the allied brotherhoods of conductors and trainmen. There had been some little misunderstanding, he said, so far as the Wabash is concerned. It operates in Canada as far east as St. Thomas, Ont., on Grand Trunk lines. The men on it were not sure whether the orders sent out included them and wired here for instructions. They were promptly told that the instructions sent out by the brotherhood officials applied to all members of the body running over the Grand Trunk.

Questioned as to the resources of the allied brotherhoods, Murdock replied: "We have more than \$1,000,000 of available funds which have grown blue mouldy lying in the treasury so long. Not one cent of money has been taken from the contingency fund for the last ten years, and we are quite ready for a struggle of this kind. We are prepared to spend every cent of this money in establishing the rights of the men and will use every honorable effort to win."

It does not seem probable that the engineers will take any part in the present trouble. The engineers and firemen have their own organizations, and the general opinion this morning was that the engineers would keep out of the trouble altogether.

President Hays of the Grand Trunk issued a statement for the company this morning regarding the cause of the strike.

Messrs. Berry and Murdock, with a committee representing the Grand Trunk trainmen and yardmen, met the officers of the company this morning and advised that they had received the authority of a large majority of the trainmen to order a strike in the event a settlement was not reached with the company. A general discussion of the situation took place, during which we advised them that we were not in a position to do more than had been offered in our former proposition, giving the men an increase of approximately 10 per cent. We also advised them that they should be given the same standard rate of pay as the Canadian Pacific, as soon as the Grand Trunk through its relation with the Grand Trunk Pacific, is in a position to participate in the higher rates obtainable on traffic in the west.

By reason of the completion of that road and the obtaining of through rail connections between the Grand Trunk and the Grand Trunk Pacific, which should be accomplished within two years, it was explained that if there was any question of definite rates as of date when the standardization was to take effect, we would agree that it should be not later than January 1, 1913, or earlier if the Board of Railway Commissioners, upon hearing the facts in the case, should so determine.

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